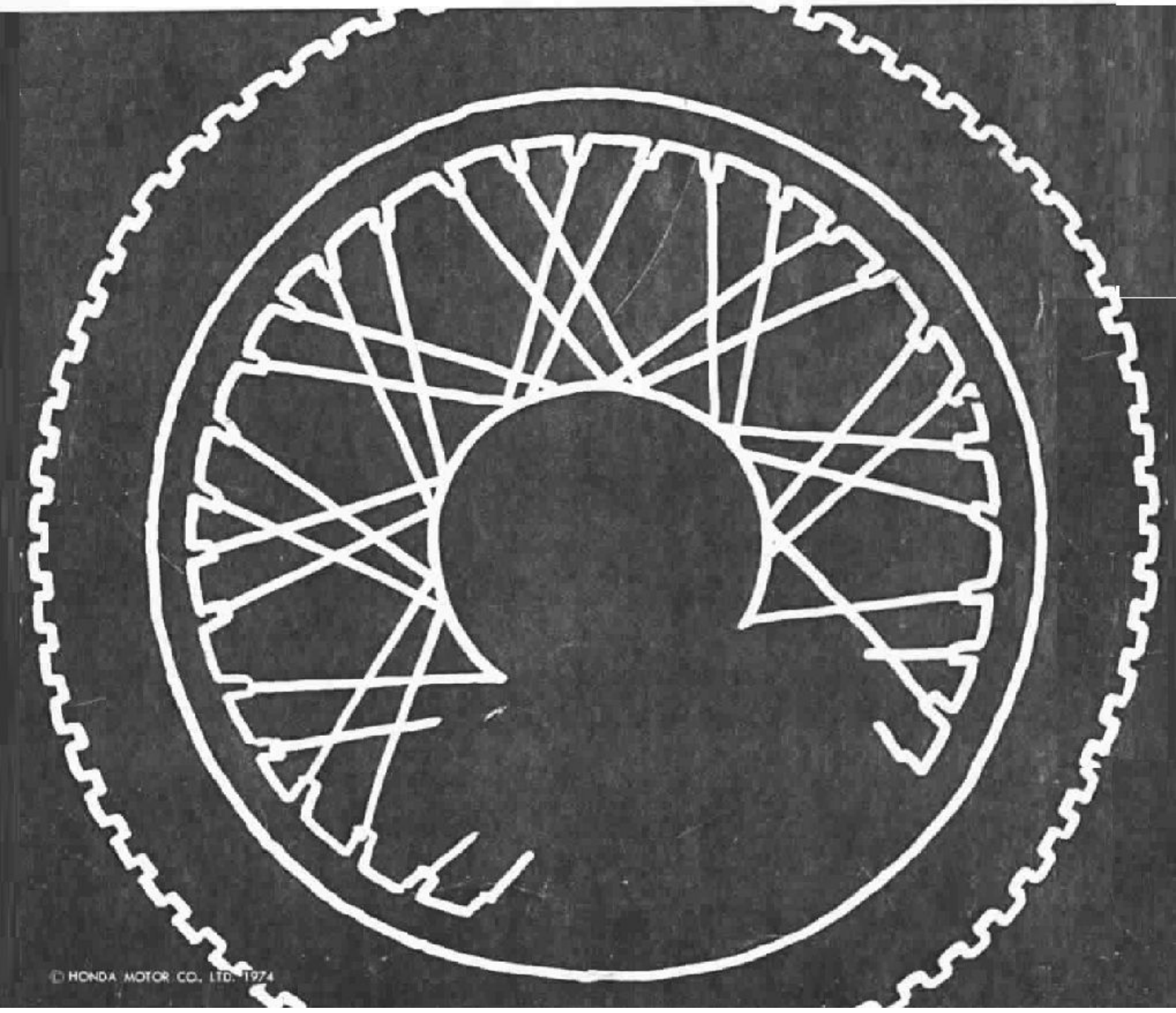
SHOP MANUAL

HONDA

Z50A



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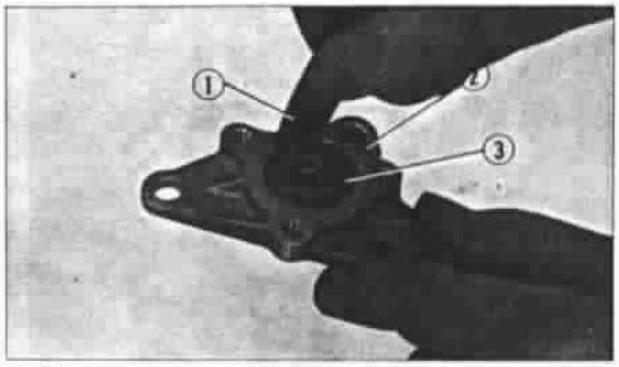
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C. Inspection

1. Turn the oil pump drive shaft by hand and make sure that it is turning smoothly.
2. Measuring the clearance between the outer rotor and the pump body.
   Insert the th.ckness gauge between the outer rotor and the pump body **(Fig. 7)**.

inch (mm)

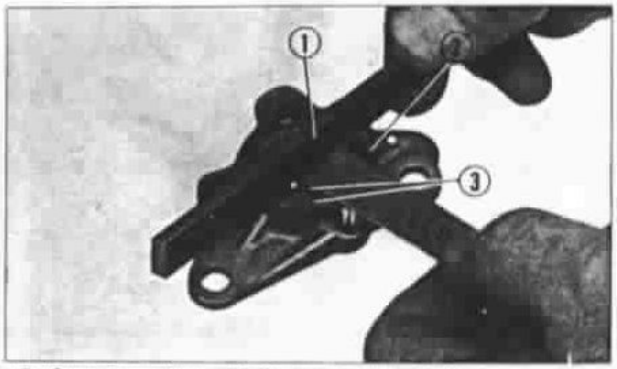
Standard Value	Serviceable Limit
0.004~0.006 (0.10~0.15 mm)	Replace if over 0.0079 (0.20 mm)



① Thickness gauge ② Pump body ③ Outer rotor
Fig. 7

3. Measuring the end clearance of the rotor.
   Place a straight edge across the pump housing and check the clearance of the rotor with a thickness gauge **(Fig. 8)**.

Standard Value	Serviceable Limit
0.0008~0.0027 (0.02~0.07 mm)	Replace if over 0.0047 (0.12 mm)

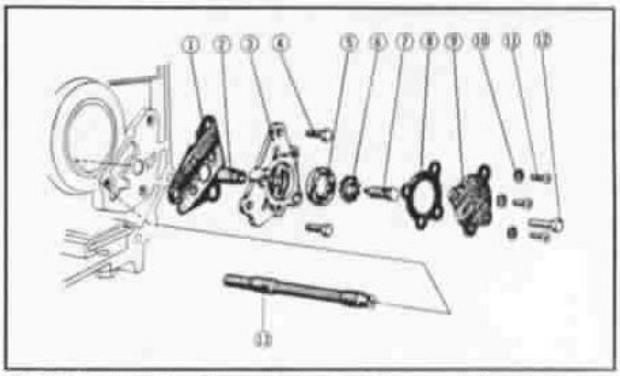


① Straight edge ② Pump body ③ Rotor
Fig. 8

D. Reassembly

Perform the reassembly in the reverse order of disassembly procedure. Particular attention should be paid to the following items **(Fig. 9)**.

1. Make sure that the parts are thoroughly cleaned before assembly.
2. After completing the reassembly of the pump, check to make sure that the pump is operating smoothly by turning the shaft by hand before mounting the pump in the crankcase.



① Oil pump body gasket ② Oil pump dwell pin
③ Oil pump body ④ 6 mm hex. bolt
⑤ Oil pump outer rotor ⑥ Oil pump inner rotor
⑦ Oil pump drive shaft ⑧ Oil pump cover gasket
⑨ Oil pump cover ⑩ 5 mm spring washer
⑪ 5 mm cross screw ⑫ 6 mm hex. bolt
⑬ Cam chain guide sprocket spindle
Fig. 9

5. CYLINDER AND CYLINDER HEAD

A. Description

The cylinder head is made of aluminum alloy to improve the cooling effect. Cylinder is made of special cast iron which provides good wear characteristics without being affected by high temperature and pressure.

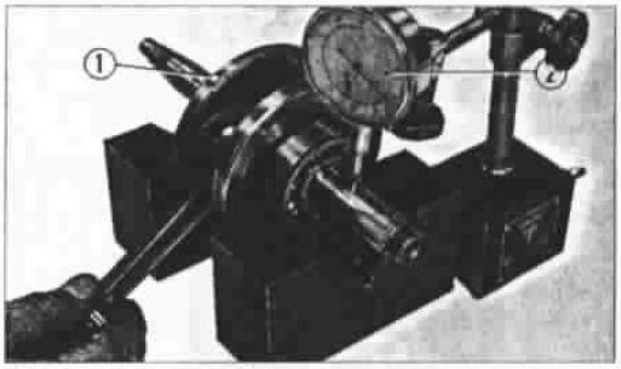
B. Disassembly

1. Remove the cylinder head and cylinder in accordance with the procedure described on page 9~10.
2. Remove the clutch assembly in accordance with the procedure described on page 16.
3. Remove the primary driven gear and the kick starter spring.
4. Remove the oil pump.
5. Remove the gear shift stopper and plate.
6. Loosen the left crankcase cover screws and then remove the cover, flywheel, stator and the cam chain.
7. Pull off the rubber plug and remove the gear shift drum stopper bolt.
8. Remove the final drive sprocket.
9. Remove the right crankcase.
10. Lift out the crankshaft assembly from the case.

C. Inspection

1. Measuring the crankshaft balance
   Support the crankshaft on V-blocks at the bearings. Rotate the crankshaft and measure the amount of runout at both ends of the crankshaft using a dial gauge **(Fig. 40)**.

Item	Standard Value	Serviceable Limit
Left end, at 1.2 (30 mm) from the weight Right end, at 1.0 (25 mm) from the weight	0.0006 (0.015 mm)	Repair if over 0.002 (0.05mm)



① Crankshaft ② Dial gauge
Fig. 40

2. Measuring the connecting rod side play.
   Measure the amount of connecting rod side play using a thickness gauge **(Fig. 41)**.

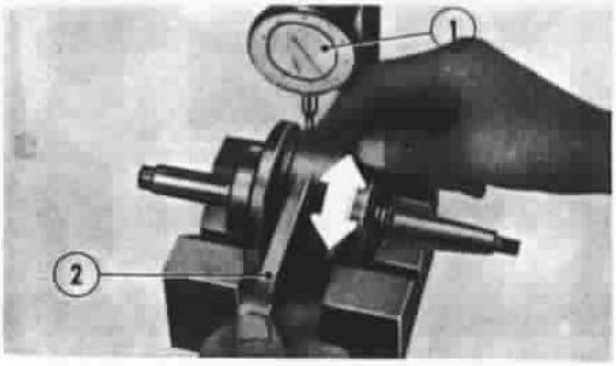
Standard Value	Serviceable Limit
0.004~0.014 (0.1~0.35 mm)	Replace if over 0.0315 (0.80 mm)



① Crankshaft ② Connecting rod
③ Thickness gauge
Fig. 41

3. Measuring the radial clearance of the connecting rod large end bearing.
   Measure the amount of clearance at the connecting rod large end by using a dial gauge **(Fig. 42)**.

Standard Value	Serviceable Limit
0.0005 max. (0.012 mm max.)	Replace if over 0.002 (0.05 mm)



① Dial gauge ② Connecting rod
Fig. 42

D. Reassembly

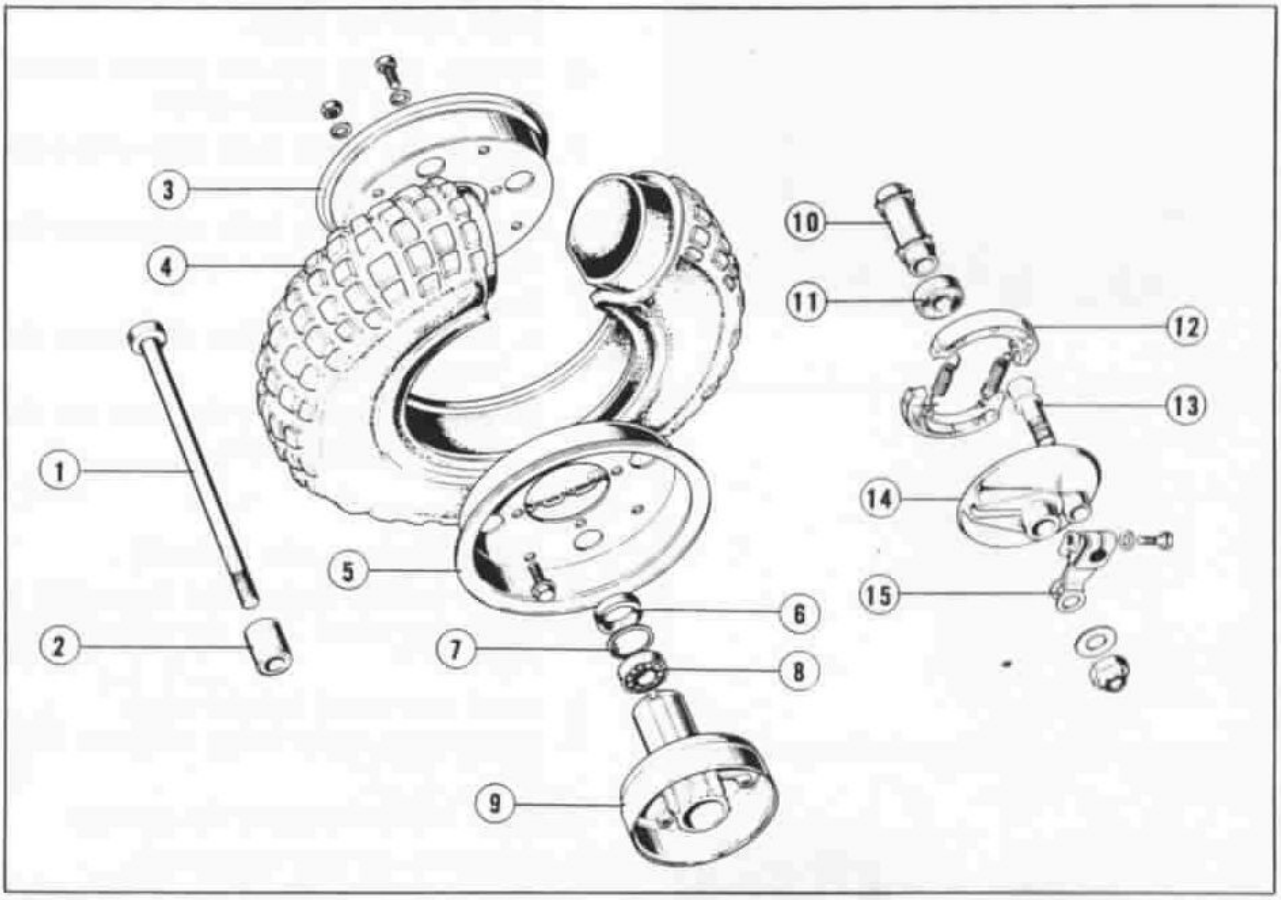
Perform the reassembly in the reverse order of disassembly.

Troubles	Probable Cause	Remedy	Procedure
	Lubrication	Pour or change oil	Shortage of oil amount or inferior oil cause engine seazing and stick. Supply proper grade oil or change if necessary.
	Fuel	Check	Premium quality gasoline is being used.
High oil consumption	① Wear of engine's part	Replace	Worn piston, piston ring and cylinder should be replaced.
	② Clearance between valve and valve guide	Replace	Replace both valve and valve guide in case there are large clearance between them.
	③ Piston ring installation	Disassembling and inspect	Each piston ring must be installed properly on the piston and piston ring gaps must be staggered at 120° apart.
	④ Amount of oil	Check	When the oil was overfilled, drain the oil to bring to the proper oil level.
	⑤ Leakage	Check	Replace the gascket or oil seal and retighten the screws.

(CLUTCH MULFUNCTION)

Troubles	Probable Cause	Remedy	Procedure
Clutch slippage	Wear clutch plate and clutch friction disk and spring damage	Check and repair	Spring compressive force and free length are beyond the serviciable limit, they should be replaced. Replace the parts in case the clutch disks and plates are distorted or excessively worn.
Clutch stick	Oil and defective installation	Inspect and adjust	Readjust the clutch or replace the clutch disks and plates if necessary.
Chattering noise	Clutch spring	Check and adjust	Adjust the same height of clutch spring and replace if the springs are distorted.
Gear shift operation			
Not able to shift the gear	Gear, shift fork, shift arm, spring	Inspect and replace	① Broken, wear and damage of these parts should be replaced. ② Repair the gear shaft arm or drum if they do not operate smoothly.
Gear change pedal does not return to the normal position	Gear shift return spring and gear shift arm spring	Inspect	① Repair or replace if they are defectively.
Transmission gear jumping	Gear shift fork gear shift drum stopper spring	Repair	① If the gear shift fork finger is deformed or excessively worn, it should be replaced. ② Replace if the spring compressive force is inadequate.

5. FRONT WHEEL AND FRONT BRAKE

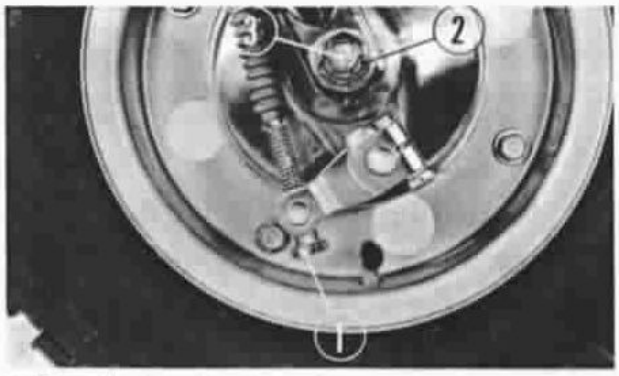


① Front wheel axle
② Front wheel side collar
③ Left wheel rim
④ Wheel tire
⑤ Right wheel rim
⑥ Oil-seal, 21×35×55
⑦ Internal 32 mm cir-clip
⑧ Radial 6201 ball bearing
⑨ Front wheel hub
⑩ Front axle distance collar
⑪ Radial 6201R ball bearing
⑫ Brake shoe
⑬ Rear brake cam
⑭ Rear brake panel
⑮ Front brake arm

Fig. 14

A. Disassembly

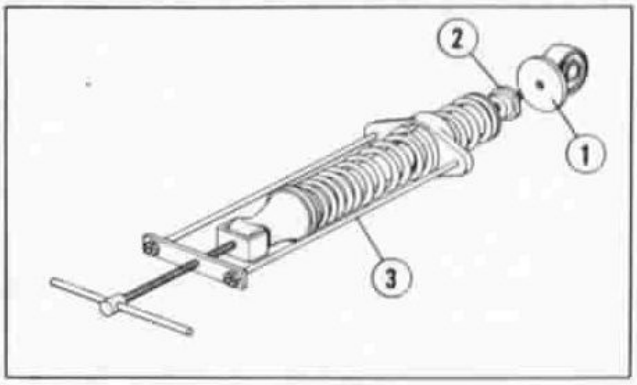
1. Place a proper wood block under the engine to raise the front wheel off the ground.
2. Remove the front brake adjusting nut ① and disconnect the front brake cable from the brake arm.
3. Remove the front axle nut ② and pull out the front axle ③ (Fig. 15).
4. Remove the front wheel.



① Front brake adjusting nut
② Front axle nut
③ Front axle

Fig. 15

5. Using a special tool, loosen the locking nut, remove the upper metal and disassemble each rear shock absorber. **(See Fig. 46.)**



① Rear shock absorber upper metal
② Locking nut
③ Rear shock absorber dis/assembly tool
Fig. 46

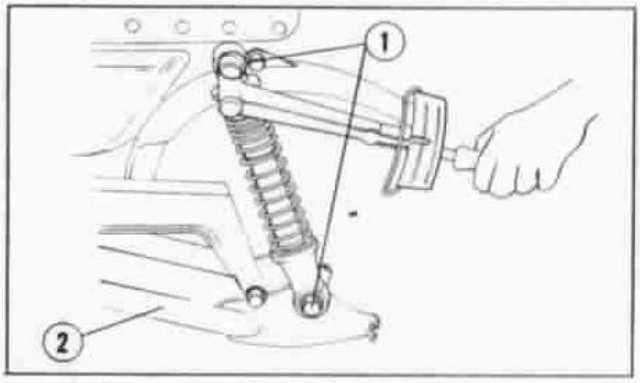
B. Assembly

1. To assemble, reverse the disassembly procedures.

   Notes :

   1. Install the spring with the smaller pitch end upward.
   2. Apply a coat of locking sealant to the upper metal.

2. Install the rear shock absorbers to the rear fork and frame and secure with the cap nuts. (See Fig. **47**.) See the Tightening Torque Standard.
3. Install the rear wheel. (See Section **6-C**.)



① Cap nut ② Rear fork
Fig. 47

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